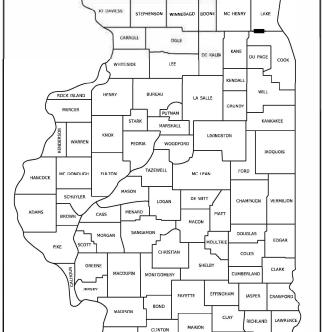
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PROPOSED

HIGHWAY PLANS

D-91-576-20



STATE OF ILLINOIS

SUBMITTED DECEMBER 20 21

LOCATION OF SECTION INDICATED THUS: - -

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGES OF DEER PARK AND LAKE ZURICH

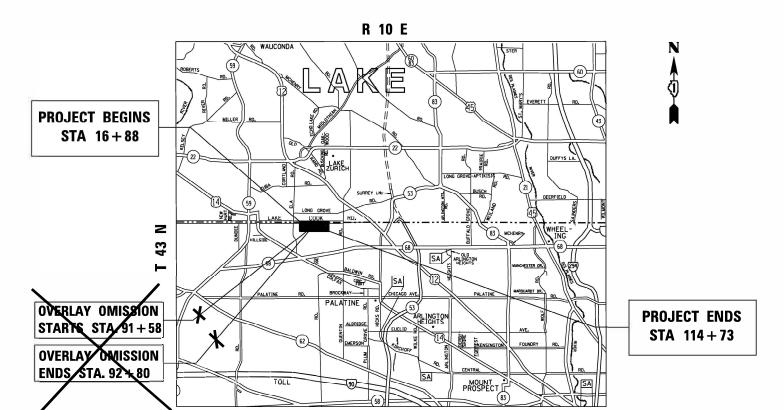
TRAFFIC_DATA

ADT 2018 = 13800

SPEED LIMIT = 45 MPH

F.A.U. ROUTE 1270: LAKE-COOK ROAD FROM ELA ROAD TO RUE TOURAINE **SECTION: 2020–157–RS&SW** PROJECT: STP-5D8F(020) **DESIGNED OVERLAY LAKE & COOK COUNTY**

C-91-375-20



GROSS & NET LENGTH = 9785 FT. = 1.853 MILE

PROJECT ENGINEER: RODRIGO LEDEZMA (847) 705-4580 PROJECT MANAGER: JEAN ALAIN MIDY (847) 221-3056

ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT

ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS

CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS

CONTRACT NO. 62M45

J.U.L.I.E.

1-800-892-0123

REV-SEP

STATE STANDARDS

INDEX OF SHEETS

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- 17 DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
- 18 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
- 19 SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
- 20 ARTERIAL ROAD INFORMATION SIGN (TC-22)
- 21 DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

DESCRIPTION STANDARD NO.

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS, TYPE 1
606001-08	COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24'' (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-08	TRAFFIC CONTROL DEVICES

GENERAL NOTES

- 1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGES OF DEER PARK AND LAKE ZURICH.
- 2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- 3. THE CONTRACTOR WILL NOT BE ABLE TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- 4. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 7. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 8. THE CONTRACTOR SHALL CONTACT THE IDOT ARTERIAL DISTRICT ONE TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 9. THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 10. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 11. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 11/2 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH.
- WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- 12. ALL PAVEMENT PATCHING LOCATIONS WILL DETERMINED IN THE FIELD BY THE ENGINEER.
- 13. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 14. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 15. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 16. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 17. THE COST OF SURFACE REMOVAL IN THE GUTTER FLAG SHALL BE INCLUDED IN THE COST OF OF "HOT-MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH PAY ITEM.
- 18. ALL COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 19. OPEN LID DRAINAGE STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION OF THIS ROADWAY WITHOUT THE WRITTEN PERMISSION FROM IDOT.
- 20. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 21. ALL EXCAVATED AREA REQUIRED FOR CLASS D PATCHING SHALL BE BACKFILLED FLUSH TO THE FXISTING PAVEMENT WITHIN 24 HOURS.
- 22. IT IS ANTICIPATED THAT THIS CONTRACT WILL BE CONSTRUCTED CONCURRENTLY WITH 62M47 PROJECT. THE CONTRACTOR SHALL SCHEDULE THEIR WORK IN ORDER TO MINIMIZE ANY CONFLICTS THAT MAY ARISE BETWEEN CONTRACTS.

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	DRAWN -	REVISED -	
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PLOT DATE = 1/19/2022	DATE -	REVISED -	

STATE OF	ILLINOIS
DEPARTMENT OF	TRANSPORTATION

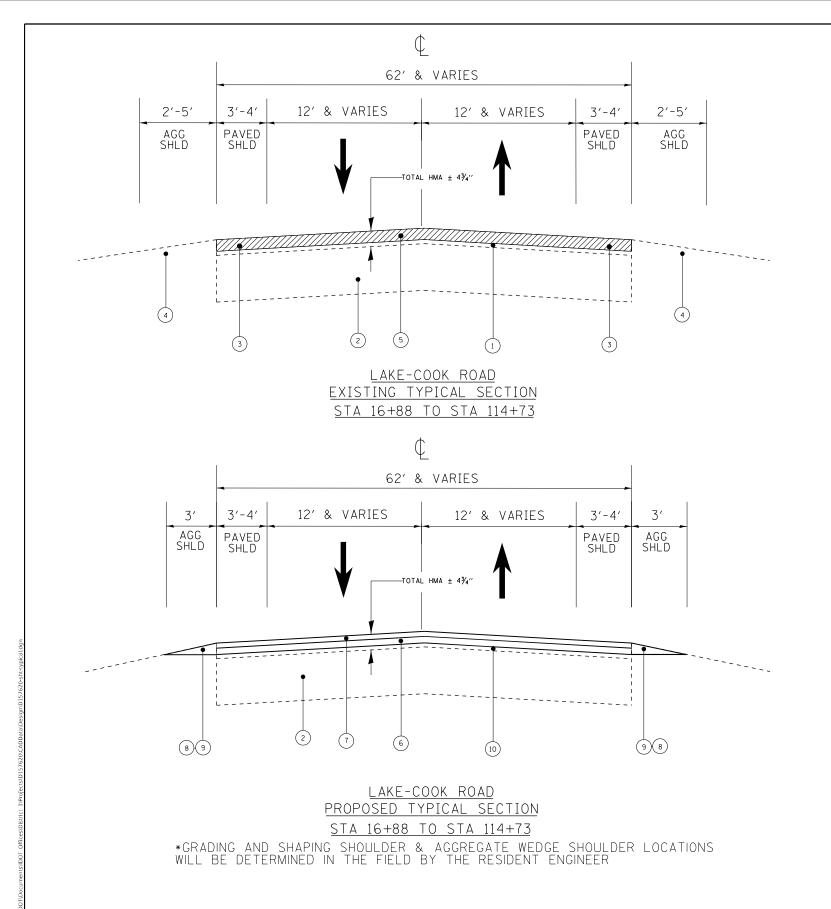
INDEX

SCALE:

X (F SHEETS	, STATE	STANDA	RDS	& GENERAL NOTES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	
17	KE_CUUK	ROAD	/FLA RD	TO I	RUE TOURAINE)	1270	2021-157-RS&SW	COOK & LAKE	21	2
	INL-COOK	IIUAD	(FEV 11D	10	IOL TOONAINL)	Į .		CONTRACT	NO. 62	2M45
	SHEET	OF	SHEETS	STA.	TO STA		LILINOIS EED A	D DROIECT		

	SUMMARY OF QUANTITIES			C	ONSTRUCTION TYP	E CODE		CLIMAAA	RY OF QUANTITIES				COI	NSTRUCTION	TYPE CODE
CODE NO	ITEM UNI	URBA TOTA IT QUANTI	AL 80%	FED 80% FEI ST 20% ST OK LAKE	100%		CODE NO	SUMMAI	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED 20% ST COOK COUNTY	0005 80% FED 20% ST LAKE COUNTY	0005 STATE 100%	
X2100002	PRUNING FOR SAFETY AND EQUIPMENT UNI	т 6										000.00	COSIVII		
	CLEARANCE						44201753	CLASS D PATCH	ES. TYPE II. 9 INCH	SO YD	1190	595	595		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNI	т 30) 15	5 15			44201757	CLASS D PATC	HES, TYPE III, 9 INCH	SO YD	570	285	285		
40600290	BITUMINOUS MATERIALS (TACK COAT) POU	ND 2600	00 130	00 13000			44201759	CLASS D PATC	HES, TYPE IV. 9 INCH	SO YD	1560	780	780		
40600370	LONGITUDINAL JOINT SEALANT FOO	T 13	3000 650	00 6500			48102100	AGGREGATE WE	DGE SHOULDER, TYPE B	TON	630	315	315		
40600400	MIXTURE FOR CRACKS, JOINTS, AND TON	56	5 28	3 28			67100100	MOBILIZATION		L SUM	1	0. 5	0. 5		
	FLANGEWAYS						70100460	TRAFFIC CONT!	ROL AND PROTECTION,	L SUM	1	0. 5	0. 5		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT SO	YD 42	20 21	0 210				STANDARD 7013	306						
	JOINT														
							70102620	TRAFFIC CONT	ROL AND PROTECTION.	L SUM	1	0. 5	0.5		
40601005	HOT-MIX ASPHALT REPLACEMENT OVER TON	96	50 48	30 480				STANDARD 701	501						
	PATCHES														
							70102635	TRAFFIC CONT	ROL AND PROTECTION,	L SUM	1	0. 5	0.5		
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, TON	42	242 21	21 2121				STANDARD 701	701						
	N70						70300100	SHORT TERM P	AVEMENT MARKING	FOOT	16296	8148	8148		
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, TON	37	712 185	56 1856											
	MIX "D", N70						70300150	SHORT TERM P	AVEMENT MARKING REMOVAL	SO FT	9500	4750	4750		
42001300	PROTECTIVE COAT SO	YD 30) 15	5 15			70300211	TEMPORARY PA	VEMENT MARKING LETTERS AND	SO FT	74	37	37		
								SYMBOLS - PAI	INT						
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 SO	YD 3786	62 189	31 18931											
	3/4"						70300221		VEMENT MARKING - LINE 4"	FOOT	30130	15065	15065		
44002219	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4 SO	YD 3600) 180	00 1800				- PAINT							
	3/4"	3556													
FILE NAME = pw:\\Idat-pw.bentley.co	USER NAME = shahda	-	REVI	SED -		STATE OF DEPARTMENT OF T		ATION	LAKE-COOK ROAD SUMMA SCALE: SHEET NO. OF	RY OF QUANTI	TIES	IE)	F.A.U. RTE. 1270	SECTION 2020-157-RS&:	CONTRACT NO. 62M45

ſ		SUMMARY OF QUANTITIES					NSTRUCTIO	ON TYPE C	ODE		STIMMA	RY OF QUANTITIES				CO	NSTRUCTIO	N TYPE COL	DE	
	CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED 20% ST COOK COUNTY	0005 80% FED 20% ST LAKE COUNTY	0005 STATE 100%			CODE NO	33.1.11	ITEM	UNIT	URBAN TOTAL QUANTITIES	0005 80% FED 20% ST COOK COUNTY	0005 80% FED 20% ST LAKE COUNTY	0005 STATE 100%			
j	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"	F00T	60	30	30				К0029624	WEED CONTROL	, TEASEL	GALLON	0. 30	0. 15	0. 15				
Ī		- PAINT																		
										x2020110	GRADING AND	SHAPING SHOULDERS	UNIT	186	93	93				
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	200	100	100														
		SYMBOLS - PAINT								X4060995	TEMPORARY RA	MP. SPECIAL	SO YD	240	120	120				
	70306120	TEMPORARY PAVEMENT MARKING - LINE 4" TYPE III TAPE	FOOT	4070	2035	2035				x5537800	STORM SEWERS	TO BE CLEANED 12"	FOOT	1000			1000			
\ \	78000100	THERMOPLASTIC PAVEMENT MARKING -	SO FT	74	37	37				VC 700 40 7	ENGINEER/ C. F	VELO OFFICE TYPE A (D1)	211 112							
本	18000100	LETTERS AND SYMBOLS	30 F1	'*	J.	J1				X6700407	ENGINEER 5 F	IELD OFFICE, TYPE A (D1)	CAL MO	12	6	6				
ļ		LETTERS AND SIMBOLS								Z0004562	COMBINATION	CONCRETE CURB AND GUTTER	FOOT	90		90				
 *	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	30130	15065	15065				2000 1302	REMOVAL AND		1001			30				
^\\ 		4"																		
<u> </u>										Z0018400	DRAINAGE STR	UCTURES TO BE ADJUSTED	EACH	1	1					
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE	F00T	60	30	30														
Ī		12"								Z0018500	DRAINAGE STR	UCTURES TO BE CLEANED	EACH	5			5			
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	200	100	100				Z0030850	TEMPORARY IN	FORMATION SIGNING	SO FT	102. 8	51.4	51.4				
		24"																		
										Z0064600	SELECTIVE CL	EARING	ACRE	1.6	0.8	0.8				
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	320	160	160														
ļ										Ø 20076600	TRAINEES		HOURS	500	500					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	270	135	135				Ø 20076604	TRAINEES - TRA	INING PROGRAM GRADUATE	HOURS	500	500					
		REMOVAL																		
	7070001	DAVENTA MARY INC. DEMONAL CONTINUES	50.57	10500	5000															
	78300201	PAVEMENT MARKING REMOVAL - GRINDING	SO FT	10580	5290	5290														
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	35		35														
	K0029614	WEED CONTROL, AQUATIC	GALLON	0. 40	0. 20	0. 20														
j																				Ø 0042
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Ĺ		PLOT DATE = 12/15/2021 DAT	re -		REVISED	-			─────────────────────────────────────			SCALE: SHEET NO. OF	SHEETS STA	. T	O STA.	FED. ROA	D DIST. NO. 1 IL	LINOIS FED. AID PR	OJECT	REV-SEF



- 1 CONTRACTOR SHALL PATCH FIRST THEN MILL.
- 2 THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER HMA BINDER IL-9.5.

<u>LEGEND</u>

- 1) EXISTING HMA SURFACE COURSE, ± 4¾"
- 2 EXISTING PCC PAVEMENT, ± 9"
- (3) EXISTING HMA SHOULDER
- 4) EXISTING AGGREGATE SHOULDER
- 5) PROPOSED HMA SURFACE REMOVAL, 3¾"
- 6 PROPOSED HMA BINDER COURSE, IL-9.5, N70, 2"
- (7) PROPOSED HMA SURFACE COURSE MIX "D", IL-9.5, N-70, $1\frac{3}{4}$ "
- (8) PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
- (9) PROPOSED GRADING AND SHAPING SHOULDERS
- (10) EXISTING HMA PAVEMENT TO REMAIN, ± 1"

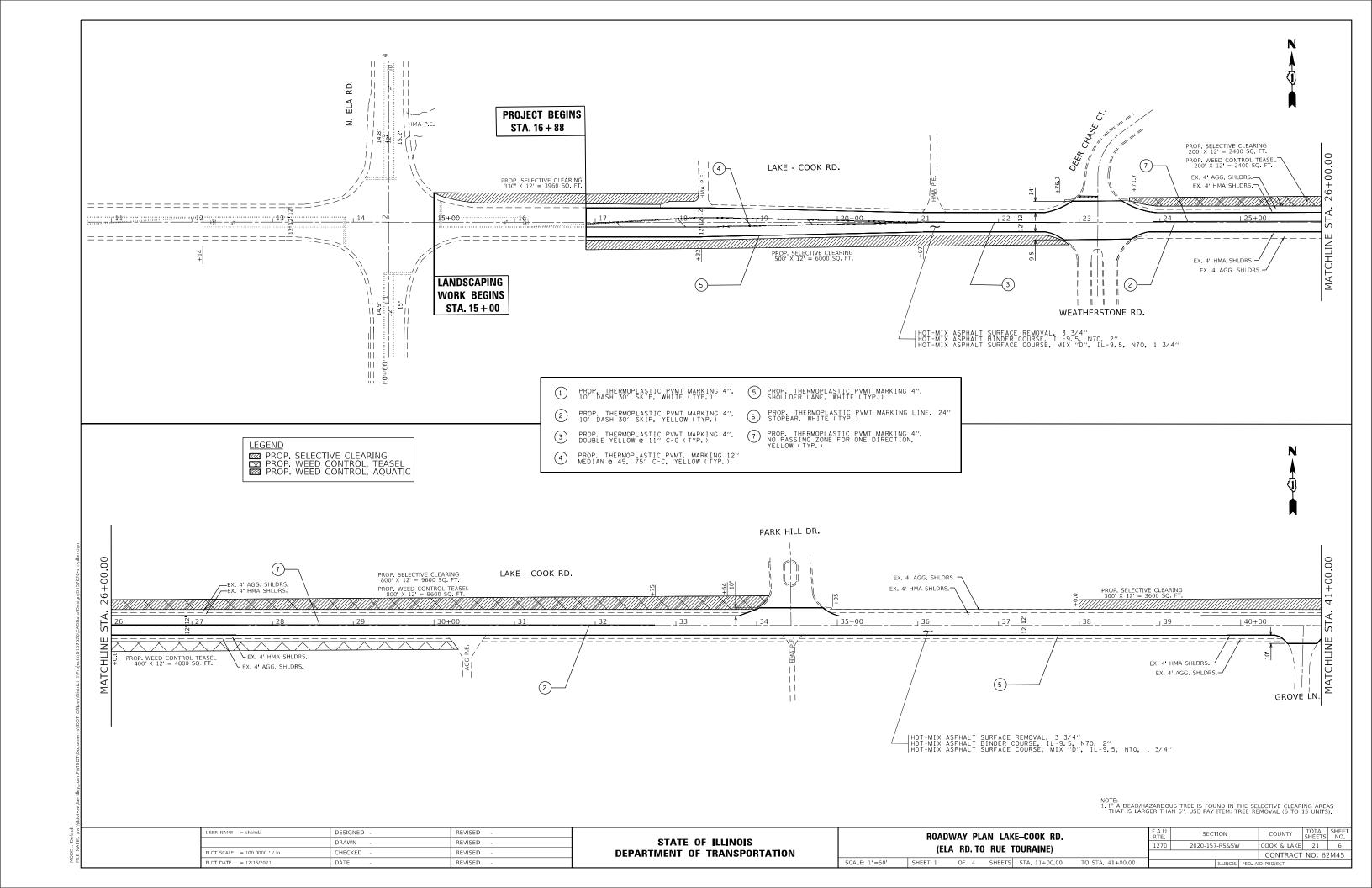
MIXTURE REQUIREMENTS		QUALITY
MIXTURE USES	VOIDS © Ndes	MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 13/4"	4% AT 70 GYR.	QCP
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4% AT 70 GYR.	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER, IL-19.0 mm), 9"	4% AT 70 GYR.	QC/QA
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19 MM), 4¾"	4% AT 70 GYR.	QC/QA
TEMPORARY RAMP (SPECIAL)		
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70 (VAR DEPTH)	4% AT 70 GYR.	QC/QA
QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Cor	ntrol for Perfor	mance (QCP)

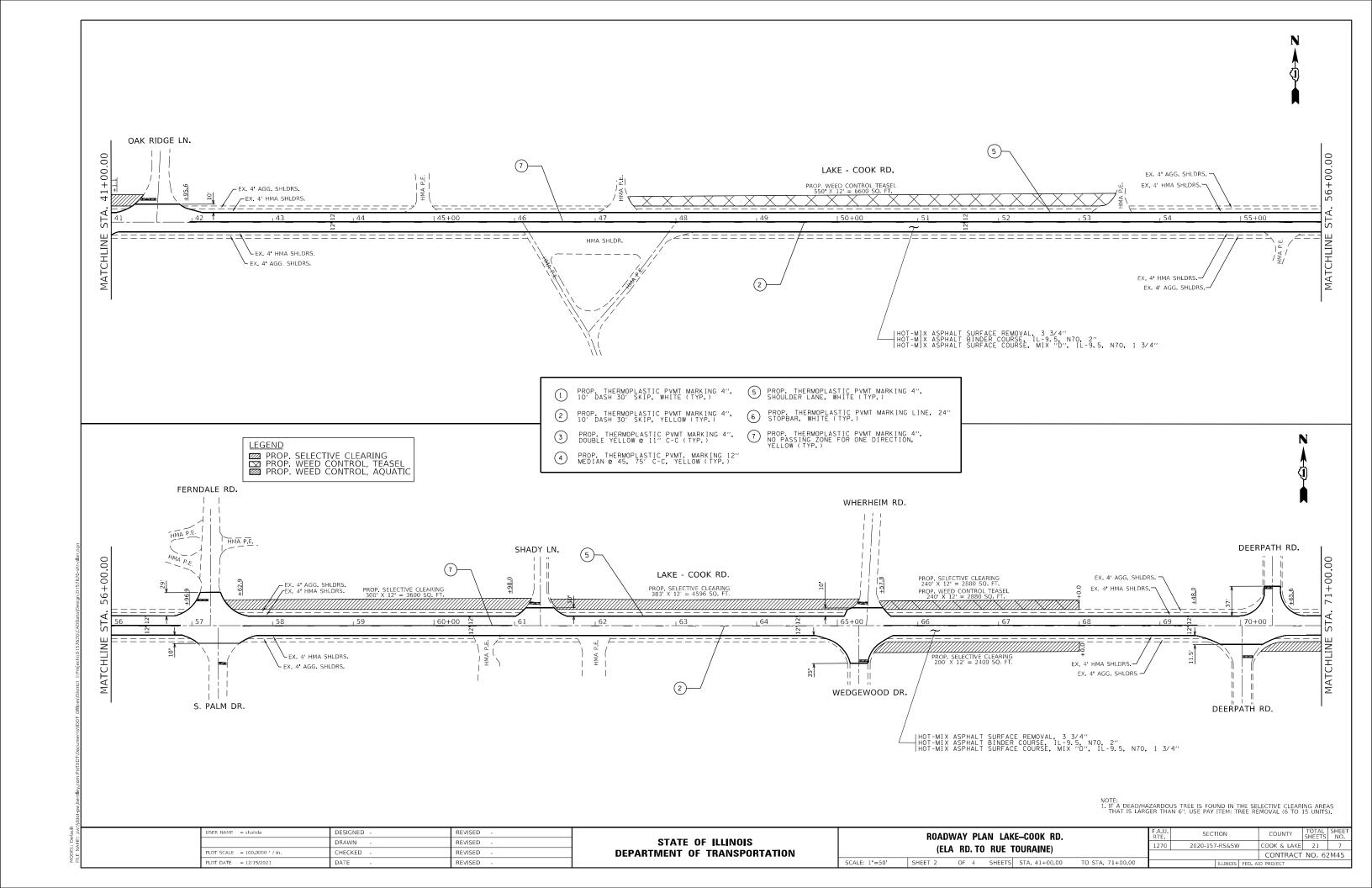
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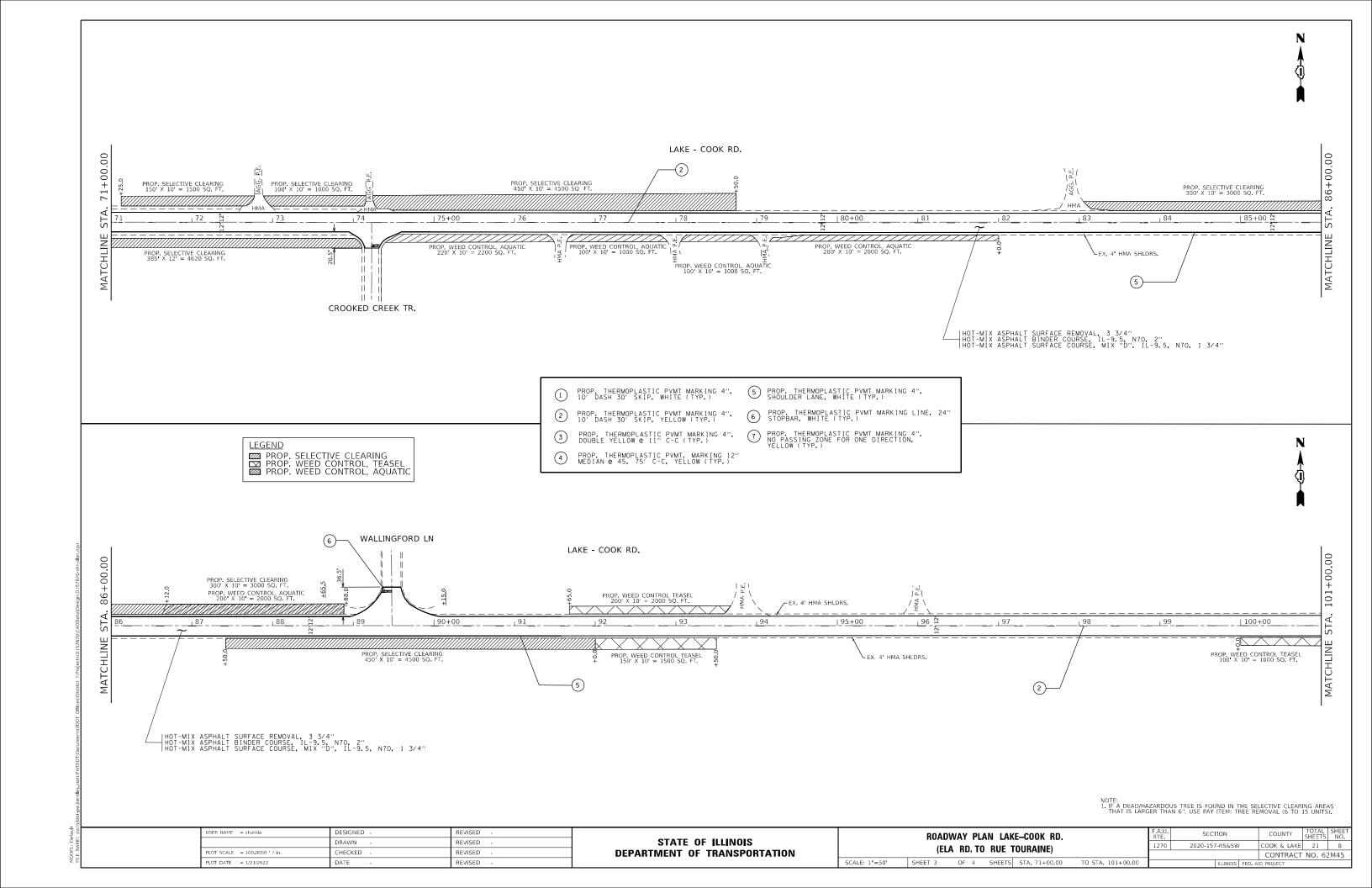
- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.
- 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

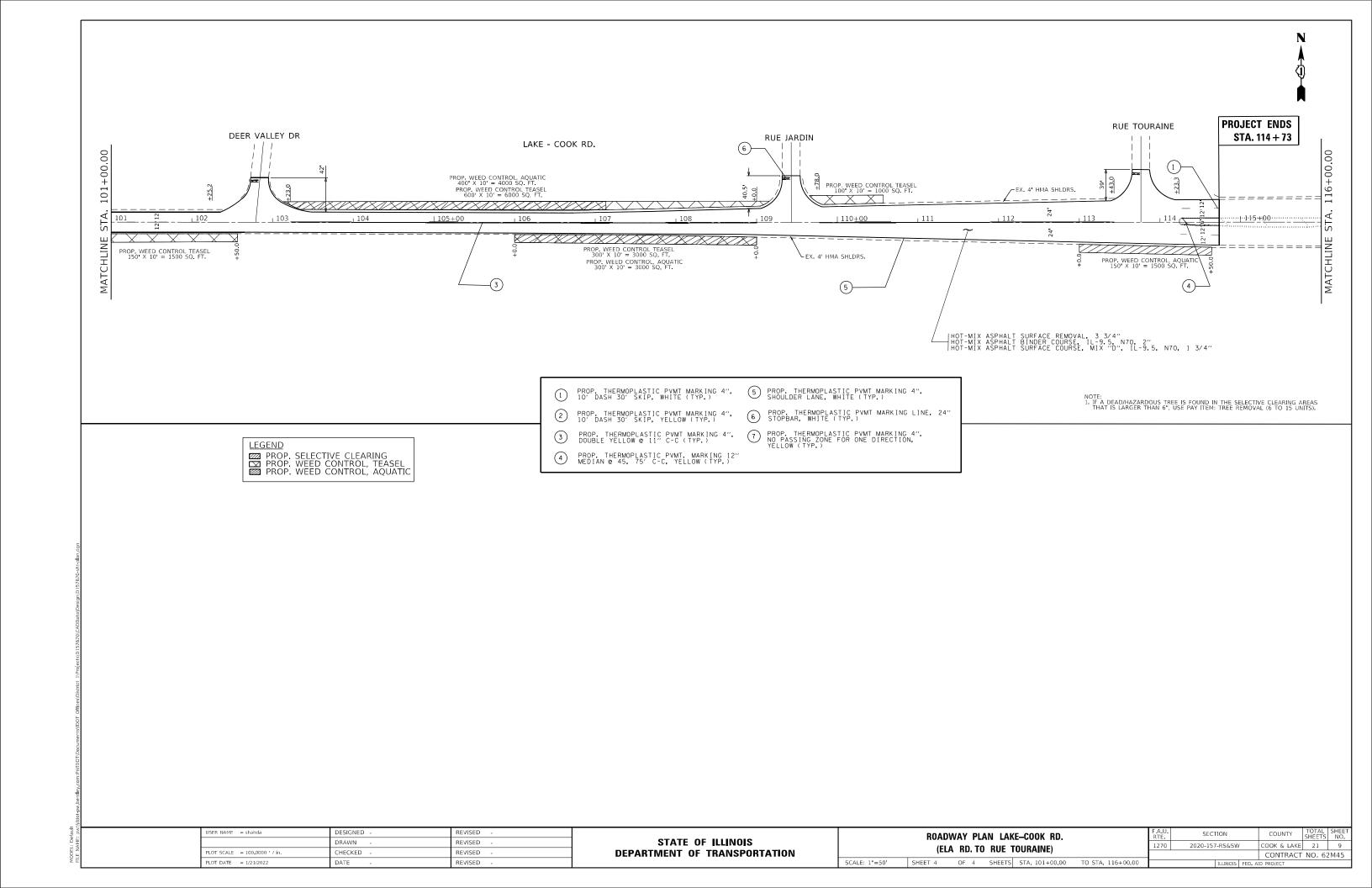
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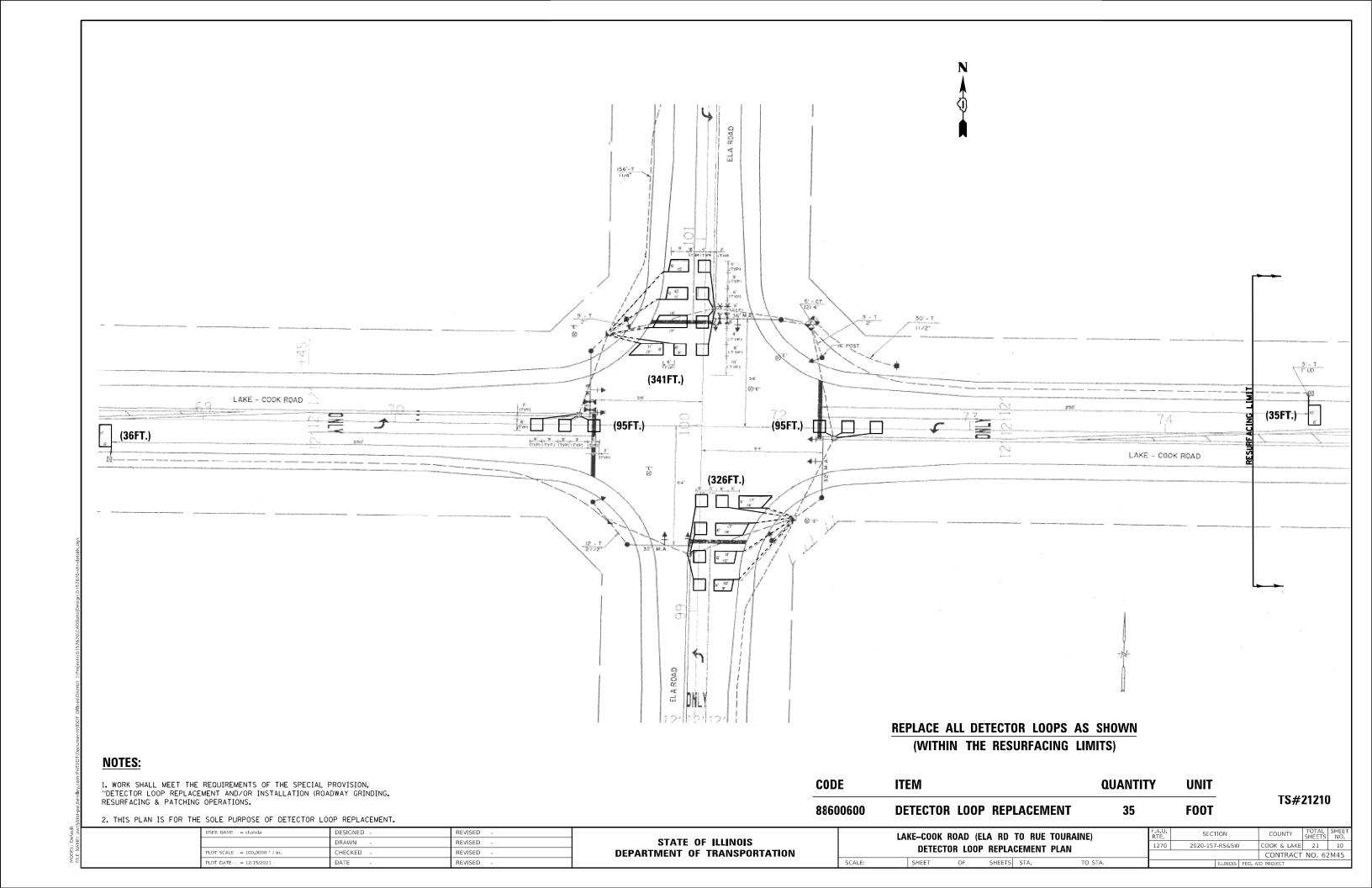
LA	KE-COOK	ROAD (I	ELA RD	TO RUE	TOURAINE)	F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		•			SECTIONS	1270	2020-157-RS&SW	COOK & LAKE	21	5
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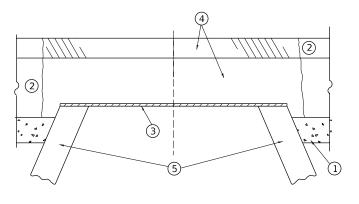


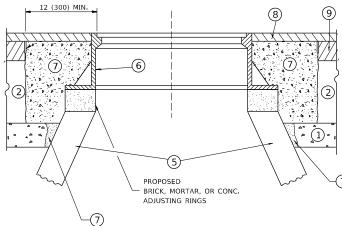












EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40)
 THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1 *
 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING
 BASE COURSE OR THE BINDER COURSE.
- st unless otherwise specified in the plans.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE FNGINFER."

LEGEND

- SUB-BASE GRANULAR
 MATERIAL
- 6 FRAME AND LID (SEE NOTES)
- 2 EXISTING PAVEMENT
- (7) CLASS PP-1 *CONCRETE
- 3 36 (900) DIAMETER METAL PLATE
- (8) PROPOSED HMA SURFACE COURSE
- PROPOSED CRUSHED STONE AND HMA SURFACE MIX

(5) EXISTING STRUCTURE

9) PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

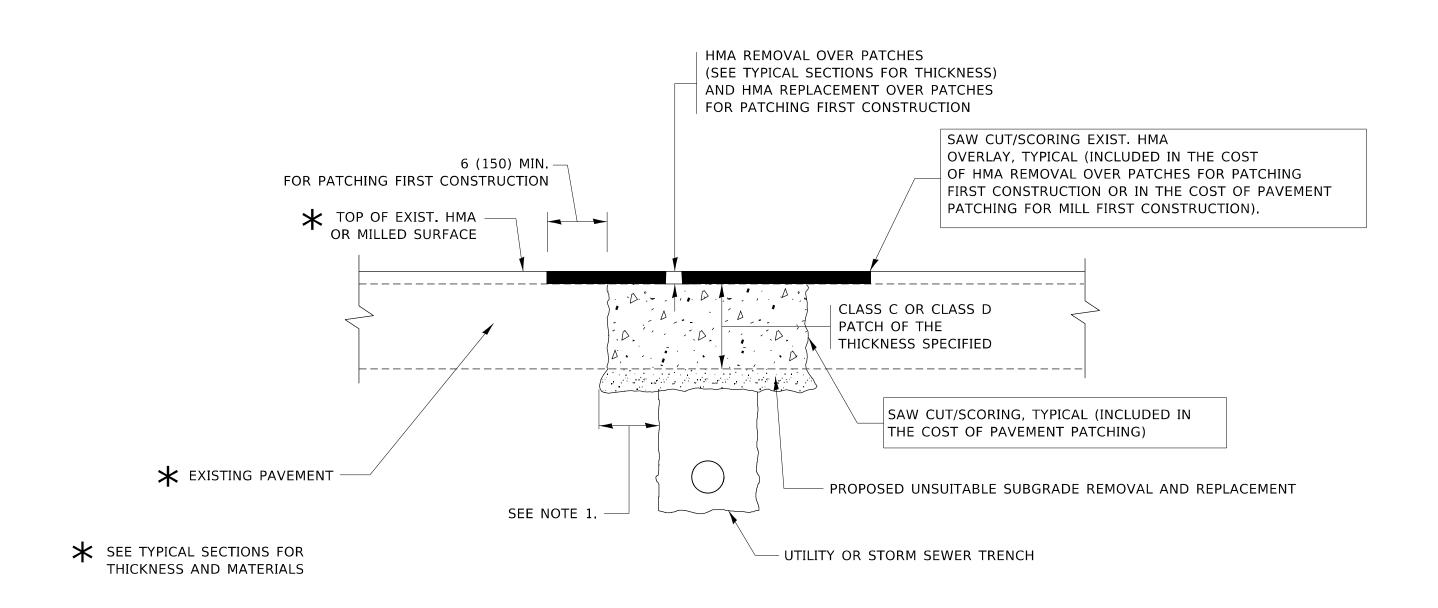
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

E SHEET 1 OF 1 SHEETS STA. TO STA.



- 1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
- 2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

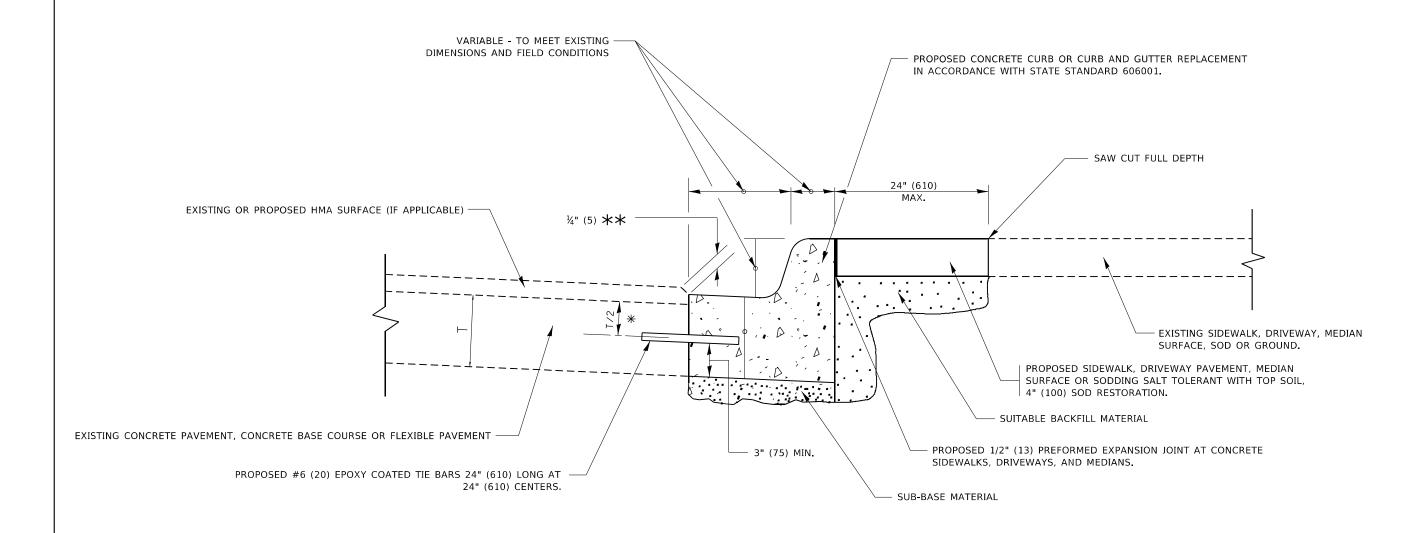
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USEK NAME = Shanda	DESIGNED	-	R. SHAH	KEVISED	-	A. ABBAS 04-27-98
	DRAWN	-		REVISED	-	R. BORO 01-01-07
PLOT SCALE = 100.0000 / in.	CHECKED	-		REVISED	-	R. BORO 09-04-07
PLOT DATE = 12/15/2021	DATE	-	10-25-94	REVISED	-	K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

PAVEMENT PATCHING FOR							SECTION		COUNTY	TOTAL SHEETS	SHE
HMA SURFACED PAVEMENT						1270	2020-157-RS&SW		COOK & LAKE	21	12
HIVIA JUNFACED PAVEIVIEIVI					41		BD400-04 (BD-22)		CONTRACT	NO. 62	2M45
SHEET	1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS	FED. A	ID PROJECT		



- 💥 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- $\star\star$ IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

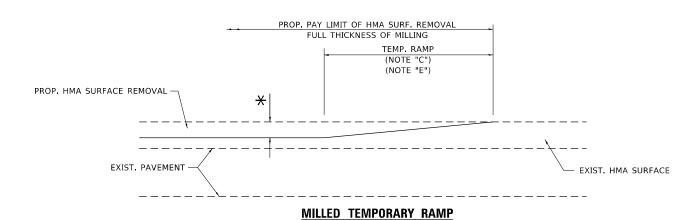
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = shahda	DESIGNED	-	A. HOUSEH	REVISED	-	A. ABBAS 03-21-97
	DRAWN	-		REVISED	-	M. GOMEZ 01-22-01
PLOT SCALE = 100.0000 / in.	CHECKED	-		REVISED	-	R. BORO 12-15-09
PLOT DATE = 12/15/2021	DATE	-	03-11-94	REVISED	-	K. SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

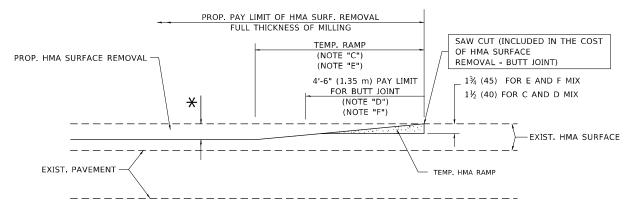
CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

SHEET 1 OF 1 SHEETS STA. TO STA.



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

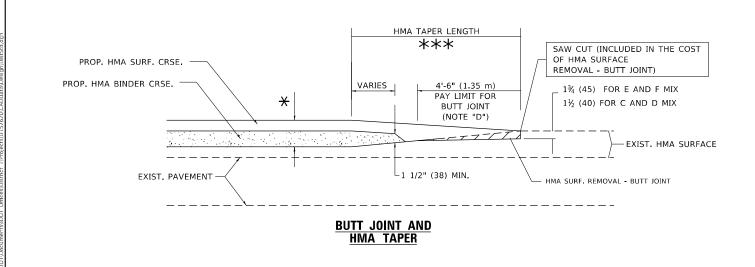


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

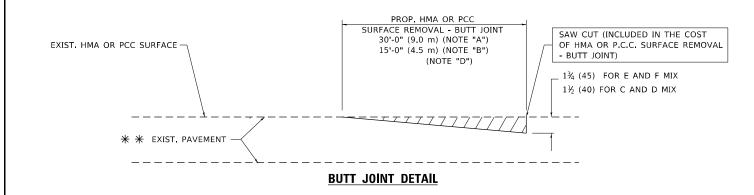
OPTION 2

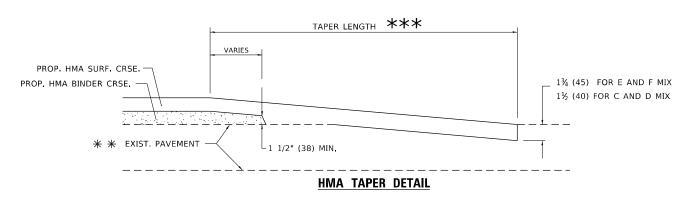
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE,
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP, RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL BUTT JOINT.

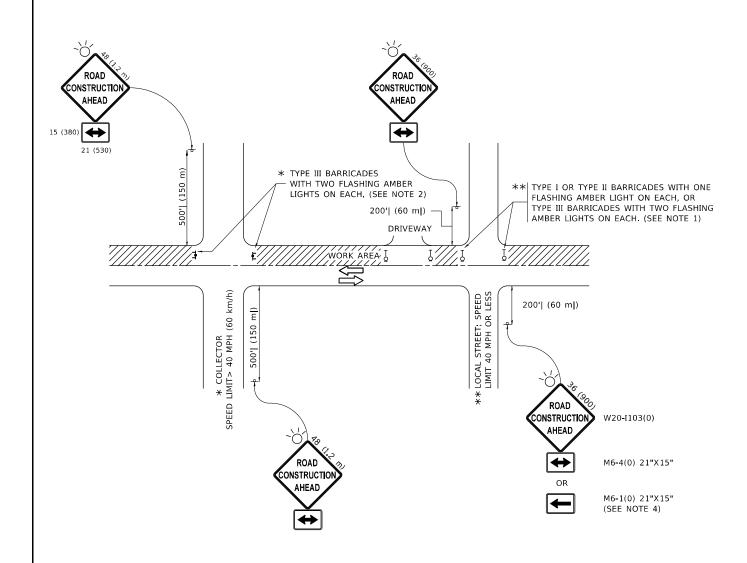
 ** SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL-BUTT JOINT".

SCALE: NONE

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN $48 \times 48 \ (1.2 \ m \times 1.2 \ m)$ WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE,
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT

SCALE: NONE

WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

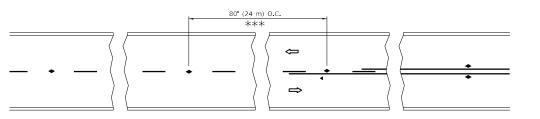
- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER
- 7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = shahda	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 12/15/2021	DATE - 06-89	REVISED _ A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

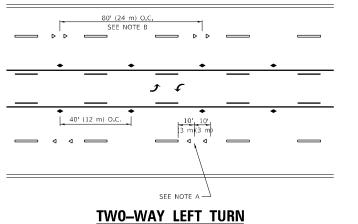
						TION FOR DRIVEWAYS
SHEET	1	OF	1	SHEETS	S STA.	TO STA.



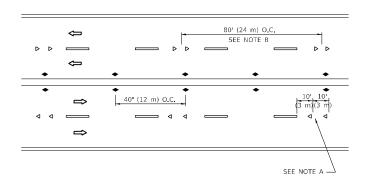
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

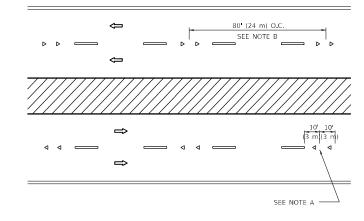
3 @ 40' (12 m) O.C. \Rightarrow LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



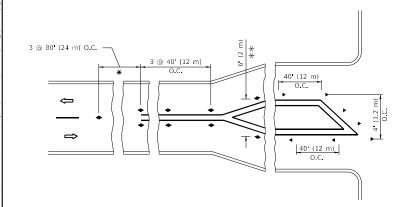
TW0-LANE/TW0-WAY

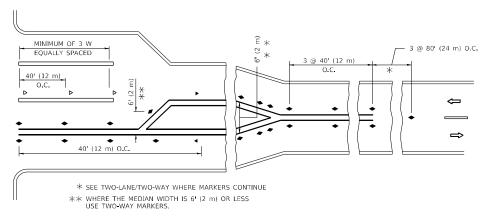




MULTI-LANE/UNDIVIDED







TURN LANES

GENERAL NOTES

- 1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
- 2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
- 3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
- 4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40 (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- 2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- 4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY INVOLVED.

All dimensions are in inches (millimeters) unless otherwise shown.

DESIGNED REVISED - T. RAMMACHER 03-12-99 JSER NAME = shahda DRAWN REVISED - T. RAMMACHER 01-06-00 CHECKED REVISED PLOT DATE = 12/15/2021 C. JUCIUS 07-01-13 DATE REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) SHEET 1 OF 1 SHEETS STA.

SECTION 2020-157-RS&SW COOK & LAKE 21 16 TC-11 CONTRACT NO. 62M45

SYMBOLS

ONE-WAY AMBER MARKER

TWO-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER (W/O)

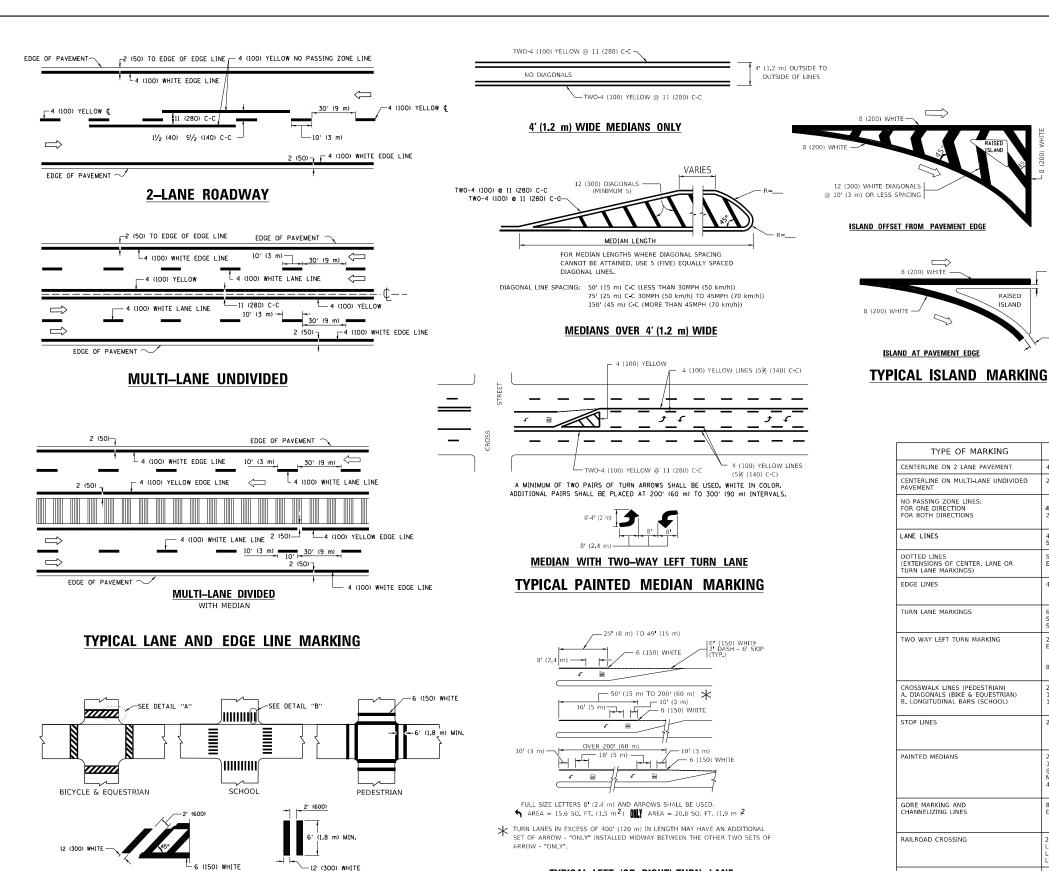
YELLOW STRIPE

■ WHITE STRIPE

3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN

THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.

SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE



DETAIL "A"

THE ROAD WHICH IT CROSSES

JSER NAME = shahda

PLOT DATE = 12/15/2021

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

DETAIL "B"

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO

SHOULDER DIAGONALS (REQUIRED FOR

SHOULDERS > 8')

2 ARROW COMBINATION

J TURN ARROW

SPEED LIMIT

45

50

55

D(FT)

580

665

LANE REDUCTION TRANSITION * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

SPACING / REMARKS

10' (3 m) LINE WITH 30' (9 m) SPACE

5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN

10' (3 m) LINE WITH 30' (9 m) SPACE

2 (600) LINE WITH 6 (1.8 m) SPACE

SEE TYPICAL TURN LANE MARKING DETAIL

10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL

SEE TYPICAL CROSSWALK MARKING DETAILS.

PARALLEL TO CROSSWALK, IF PRESENT.
OTHERWISE, PLACE AT DESIRED STOPPING
POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE
POSSIBLE

DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))

50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.

NOT LESS THAN 6 (1.8 m) APART 2 (600) APART

PLACE 4 (1.2 m) IN ADVANCE OF AND

SEE STATE STANDARD 780001 AREA OF:

16 3 SE

30.4 SF

"R"=3.6 SQ. FT. (0.33 m 2EACH "X"=54.0 SQ. FT. (5.0 m)2

(600) APART

OUTLINE MEDIANS IN YELLOW

11 (280) C-C

COMBINATION

LEFT AND U-TURN

5'-4" (1620)

√ 32 R (810)

U-TURN

YELLOW

YELLOW

YELLOW

COLOR

SAME AS LINE BEING EXTENDED

YELLOW-LEFT WHITE-RIGHT

YELLOW

NHITE NHITE

WHITE

WHITE

WHITE

WHITE

WHITE - RIGHT YELLOW - LEFT

YELLOW: TWO WAY TRAFFIC

WHITE: ONE WAY TRAFFIC

PATTERN

SKIP-DASH

SOLID

SKIP-DASH

SKIP-DASH

SKIP-DASH

SOLID

— 2 (50)

2 (50)

WIDTH OF LINE

4 (100) 5 (125) ON FREEWAYS

SAME AS LINE BEING EXTENDED

2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW

2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°

2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS

8 (200) WITH 12 (300) DIAGONALS @ 45°

24 (600) TRANSVERSE LINES; "RR" IS 6 (1.8 m) LETTERS; 16 (400) LINE FOR "X"

12 (300) @ 45°

SEE DETAIL

SEE DETAIL

24 (600)

4 (100)

2 @ 4 (100)

4 (100) 2 @ 4 (100)

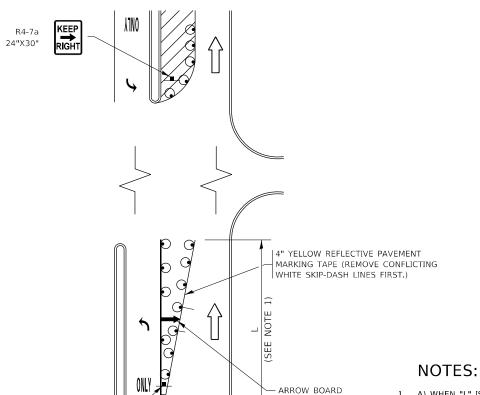
4 (100)

RAISED

TYPE OF MARKING

							ere in inches (millin e shown.	neters)	
	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09		DISTRICT O	NF	F.A.U. SEC	TION	COUNTY TOTAL SHEET	1
	DRAWN -	REVISED - C. JUCIUS 07-01-13	STATE OF ILLINOIS			1270 2020-15	7-RS&SW	COOK & LAKE 21 17	1
	CHECKED -	REVISED - C. JUCIUS 12-21-15	DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT	MARKINGS	TC-13	,	CONTRACT NO. 62M45	1
	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16		SCALE: NONE SHEET 1 OF 2 SHEETS	STA. TO STA.		ILLINOIS FED. AID	PROJECT	1
	·	<u> </u>		<u> </u>	<u> </u>			·	_

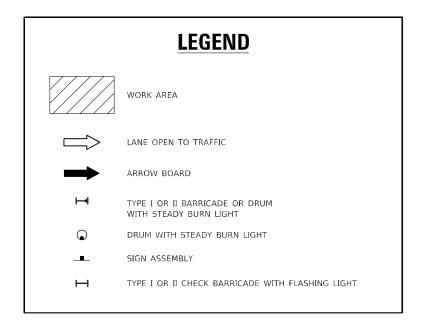
TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

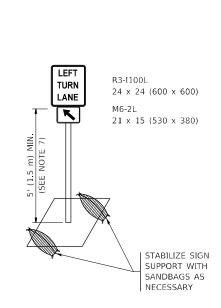




- 1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREOUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE





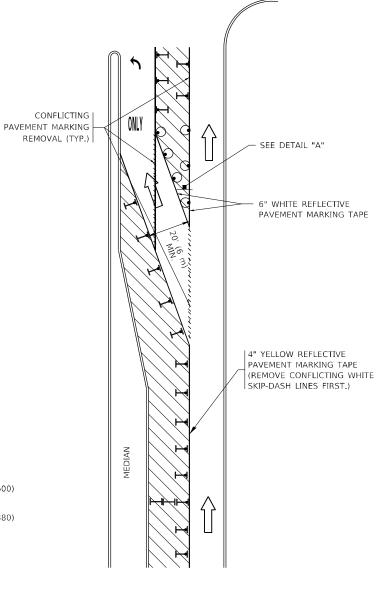


FIGURE 2

DETAIL A

SCALE: NONE

All dimensions are in inches (millimeters) unless otherwise shown.

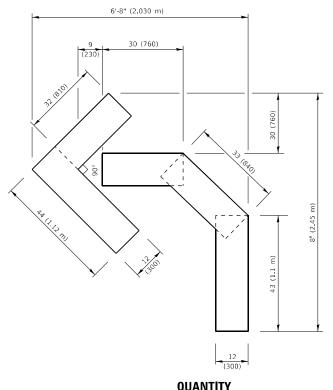
DESIGNED -T. RAMMACHER 09-08-94 R. BORO 09-14-09 A. HOUSEH 11-07-95 REVISED - A. SCHUETZE 07-01-13 A. HOUSEH 10-12-96 REVISED - A. SCHUETZE 09-15-16 PLOT DATE = 12/15/2021 DATE -T. RAMMACHER 01-06-00 REVISED

FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

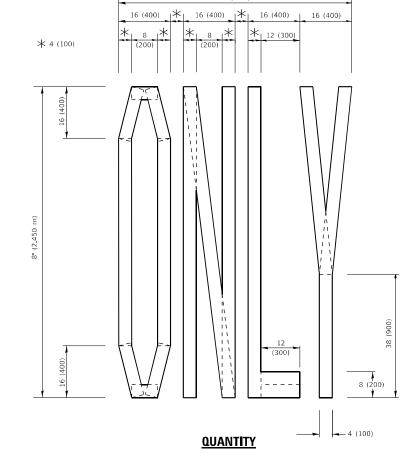
TRAFFIC CONTROL	AND PROTEC	CTION AT TURN	BAYS	F.A.U. RTE	SECTION		COUNTY
/TO REI	JAIN OPEN 1	IN TRAFFIC		1270	2020-157-RS8	xSW	COOK & LAKE
(10 IIL)	IAIN OLLIN	io ilialijo,			TC-14		CONTRACT
NE CHEET 1	ne i cheetel	CTA	TO CTA		71.1.74.1	OIC FED A	ID DDG IECT

SEE DETAIL "A"

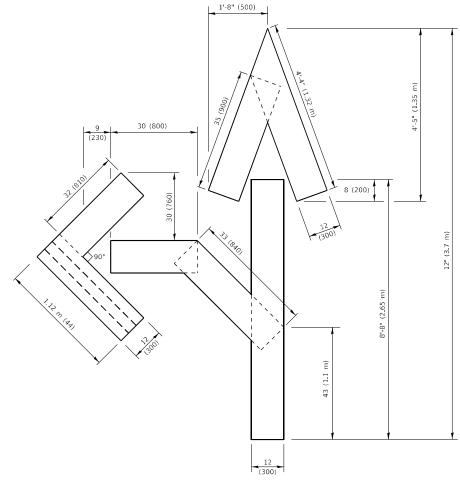


QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.41 sq. m)



4 (100) LINE = 64.1 ft. (19.5 m) 21.4 sq. ft. (1.99 sq. m)

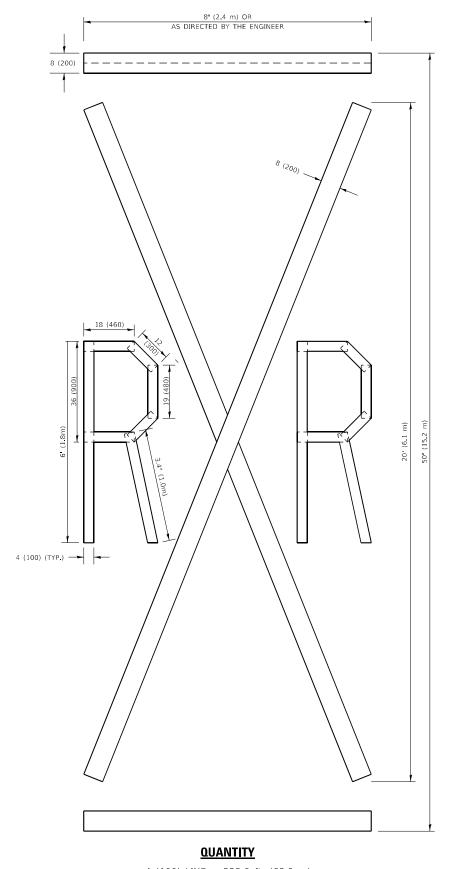


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m) 27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



4 (100) LINE = 225.9 ft. (68.9 m) 75.3 sq. ft. (6.99 sq. m)

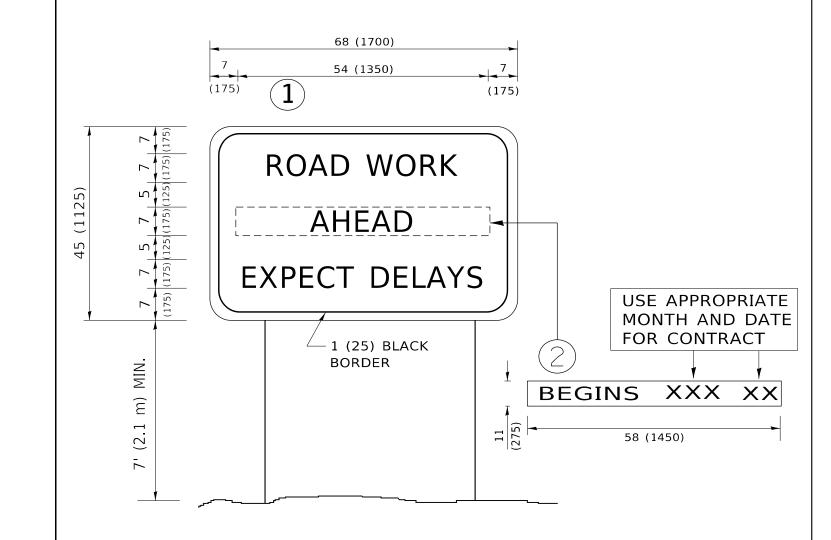
> All dimensions are in inches (millimeters) un**l**ess otherwise shown.

USER NAME = shahda	DESIGNED -	REVISED	- T. RAMMACHER 03-02-98
	DRAWN -	REVISED	- E. GOMEZ 08-28-00
PLOT SCALE = 100.0010 / in.	CHECKED -	REVISED	- E. GOMEZ 08-28-00
PLOT DATE = 12/15/2021	DATE - 09-18-94	REVISED	- A. SCHUETZE 09-15-16

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

	SHORT	TERM	PAVI	EMENT	M	ARKING	LETTERS	AND	SYMBOLS	
SCAL	E: NONE	SHE	ET 1	OF	1	SHEETS	STA.		TO STA.	

F.A.U. RTE.	SECT	TION	COUNTY	TOTAL SHEETS	SHEET NO.
1270	2020-157	COOK & LAKE	21	19	
	TC-16		CONTRACT	NO. 62	2M45
		ILLINOIS	ID PROJECT		



- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN(1)WITH INSTALLED PANEL(2)ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL(2)SOON AFTER THE START OF CONSTRUCTION.
- 5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- 6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)

SCALE: NONE

7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

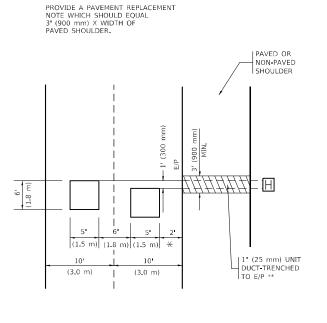
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = shahda	DESIGNED -	REVISED	-	R. MIRS 09-15-97
	DRAWN -	REVISED	-	R. MIRS 12-11-97
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED	- T.	RAMMACHER 02-02-99
PLOT DATE = 12/15/2021	DATE -	REVISED	-	C. JUCIUS 01-31-07

STATI	E 01	F ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

	ARTERIAL ROAD INFORMATION SIGN				F.A.U. RTE	SECTION	N		COUNTY	TOTAL SHEETS	SHEET NO.	
					1270	2020-157-RS&SW COOK & LAF			COOK & LAKE	21	20	
						TC-22			CONTRACT	NO. 62	M45	
1	OF	1	SHEETS	STA.	TO STA.		ILLI	INOIS	FED. A	D PROJECT		

LOOPS NEXT TO SHOULDERS



* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS

SER NAME = shahda

PLOT DATE = 12/15/2021

* = (600 mm)

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLF LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD

814001 TO ENSURE THAT HANDHOLL + = (600 mm)STRAIGHT SAW CUTS PERPENDICULAR TO MEDIAN (TYP.)

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

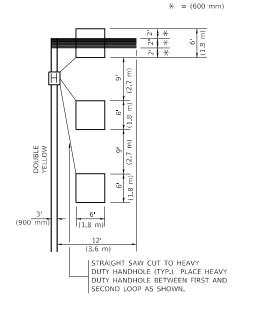
(1.8 m)

(900 mm

LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

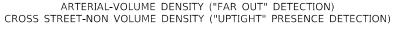
(PROTECTED / PERMITTED LEFT TURN PHASING)

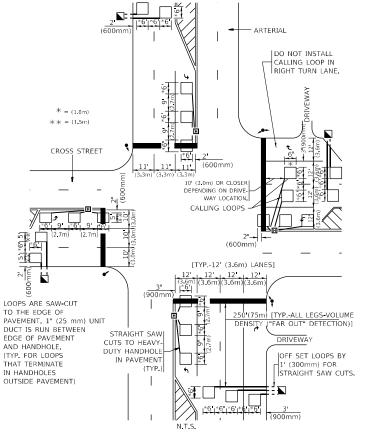


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

SCALE: NONE

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)





N.T.S.

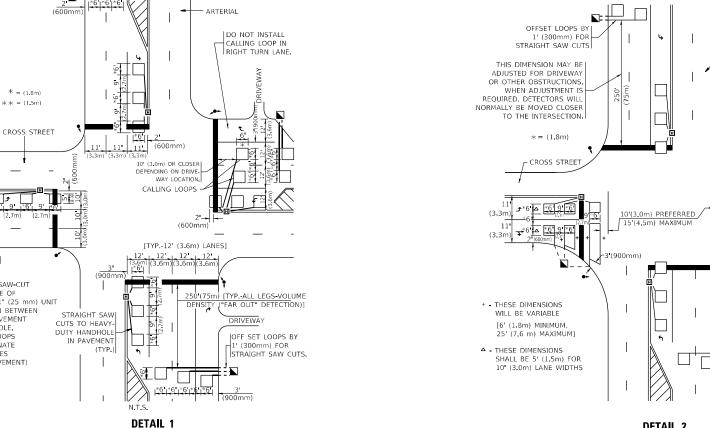
DESIGNED

DRAWN

DATE

HECKED

R.K.F



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ARTERIAL UNIT DUCT *6 9 *6 9 *6 RIVEWAY FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN **DETAIL 2** LANE OR LEFT TURN N.T.S.

VEHICLES LOOP DETECTORS

- st ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED. MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING SHEET 1 OF 1 SHEETS STA. TO STA.

SECTION COUNTY 1270 2020-157-RS&SW COOK & LAKE 21 21 TS-07 CONTRACT NO. 62M45